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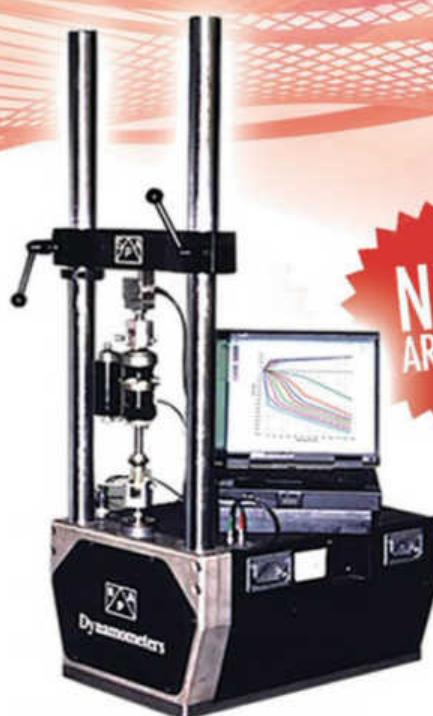
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MAIN MENU



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COVER CAR



PULL-OUT
POSTER:
50





MONEY FOR **NOTHING**

WHEN IT COMES TO BUILDING ENGINES, WE ALL KNOW SOMEONE WHO'S BEEN LEFT WITH A BOAT ANCHOR

was on the phone with a good mate of mine the other day, and he had the absolute shits because once again he was bleeding money out his pocket – his engine had basically imploded. Now many us car guys are quite familiar with that scenario, and I bet a fair few more of you are even more

familiar with the rest of this story.

See, my mate had done the 'right' thing and gone to a well-known workshop that supposedly knew what they were doing. He didn't cheap out on parts, he accepted what the 'expert' was advising him to do, and he handed over the cash for a dynoed engine putting out the performance he was after to put in his dream car he was building.

But he was doomed... Right from that moment.

What he could never have known was that he had paid cash for a ticking time bomb waiting to implode. This supposedly reputable workshop had created a visually 'pretty' engine with all the external shine, but the quality of machining, internal parts used and assembly was the concoction of some cave man. Now don't accuse me of picking on cave men, but this was the cave man who always managed to set his grass skirt on fire when trying to keep warm in his cave.

After only a few thousand kays on the road, the warning signs of oil-fouled plugs appeared, then a comp and leakdown test came back poor. Engine out, sump off, and it was an abomination inside. He was now the proud owner of a boat anchor.

Whether building engines, having mods done to our cars, or even regular servicing, most of us have been left with some sour taste when it comes to customer service. And that's why when we finally meet a workshop or mechanic who does right by us, we treat them

like our new best mate. We recommend them to our friends and family, we get on Facebook or whatever and speak highly of them and their work. Good old-fashioned word of mouth recommendation.

With social media there's nowhere for the dodges in our industry to hide now. Everyone will very quickly voice their opinion if they have had a negative experience with a business or individual. Sometimes such criticism may be from people who are a bit naïve and making unfair accusations, but I reckon 90% would be telling the truth.

So if you know of an Aussie workshop, mechanic or automotive professional that you reckon is the duck's guts, tell the world about it, and also let me know so maybe we can help them out too by emailing me at john@performancegarage.com.au. Let's make sure we support those who support us in this industry.

We've got a new face contributing to the mag, but you'd all be very familiar with Dino Dalle Carbonare of Speedhunters.com fame. He's been getting behind the scenes around Japanese workshops to provide us with some very cool tech articles and workshop tour content, kicking off with Garage G-Force inside this issue. If you're an Aussie workshop and would like to show off your quality of work and what you're working on, shoot me an email.

Make sure you keep sending in your projects you've got in the build so I can show the world in our pages. Either send me some pics and info via email, or contact me through the Fast Fours Facebook page at www.facebook.com/FastFoursMagazine. I hope you enjoy this issue! ■

John 'Hamo' Hamilton
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Fastfours

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FEATURE ON THIS
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ON PAGE 16



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SCAN ME



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JAY SOTUYO OF THE VINTAGE MAZDA OWNERS CLUB OF NSW

My love for rotaries has always been there from a young age reading about drag cars. In the '90s it was the Pac vs Maztech of Melbourne rivalry that really got me wanting a rotary, but being young and not knowing enough about rotaries led me to believe that piston engines were more reliable, and rotaries breaking down often and chewing heaps of petrol.

I grew up with a love of many different types of cars. My latest project race car replica RX2 sedan is my third rotary and my 27th car I have owned since the age of 18. One of my cars, a candy red mildly modified CA18 turbo 1200 ute, has graced Fast Fours, and has a time slip of 12.8 down the then newly built Western Sydney Dragway, driven to and from the strip and was my daily driver. After the birth of my son Josh, it was time to sell the ute and buy a more user friendly car for daily duties. My biggest fan of modified rotaries is my son, who's nine now.

After owning and modifying numerous cars like my first car – a KE25 coupe that had a 4AGE supercharger to a heavily modified GSR Lancer – it was only riding in one of mate's RX2 sedan with a 13B bridgeport that I knew I was going to be hooked onto the rotary engine.

My first rotary was a granny-spec 1975 Mazda Capella Series 4 sedan purchased from the original owner's son, which he inherited in the will. A small amount of money changed hands and it was coming

home. The car was carefully converted to an RX2 lookalike, which I owned for four years.

After the sale I purchased a fully restored Mazda 1300 sedan that was immaculately restored to represent a R100 sedan SS complete with a 10A bridgeport, R100 dash conversion, everything that was R100 was on this car. This car won judge's choice at the 2013 Sydney Jamboree.

By chance my current car came up for sale through a conversation with Dave Hudson at Restoremaz Chipping Norton. He knew of a car in his neighbourhood that had been neglected out the front of house and thought I might be interested.

It turned out to be a factory purple RX2 sedan with the original white interior. Having sat out in the weather for five years meant the brakes were seized. Overhauling the brakes was one of many things that needed attention to get this old girl back on the road. Busy with life and two kids meant a full restoration was off the cards for the time being, so the idea of turning this tired old Mazda into a well-used track car was a logical and unique choice.

THE VINTAGE MAZDA OWNERS CLUB OF NSW

Founded by club committee members in 2009, Jay Sotuyo and Dave Hudson, the club was created due to the need for a club catering to the public that enjoy owning the vintage Mazda, both piston and rotary versions.

The club has seen club membership rise to as many as 80 members, but is currently a tight-knit group of 30 members, most of these members have been with the club from its formation. The club has had many club events and cruises held from the central coast through to the south coast of Kiama. The club is in talks about the club's annual event 'Small Cars on the Green 2015', which is in its third year. Last year's event was held at Silverwater Park Sydney and was covered by Fast Fours magazine and was also shown on TV by Fletch on Channel 44's Classic Restos, which was aired throughout the country and New Zealand.

The club is approved to give platinum members the opportunity to hold historic registration on their Mazda. There are a number of restrictions with this type of registration such as limited use to club events, the car must be 90% original and must retain the standard or era-correct driveline which that model Mazda came out with.

The club is coming into its sixth year and I would like to thank all the members who continue to be part of a small but tight-knit club, and I hope to see the club out in car shows and club drives to show the public what a great vintage Mazda is.

Check out the Vintage Mazda Owners Club of NSW (VMOC) on Facebook at www.facebook.com/vmocnsw ■

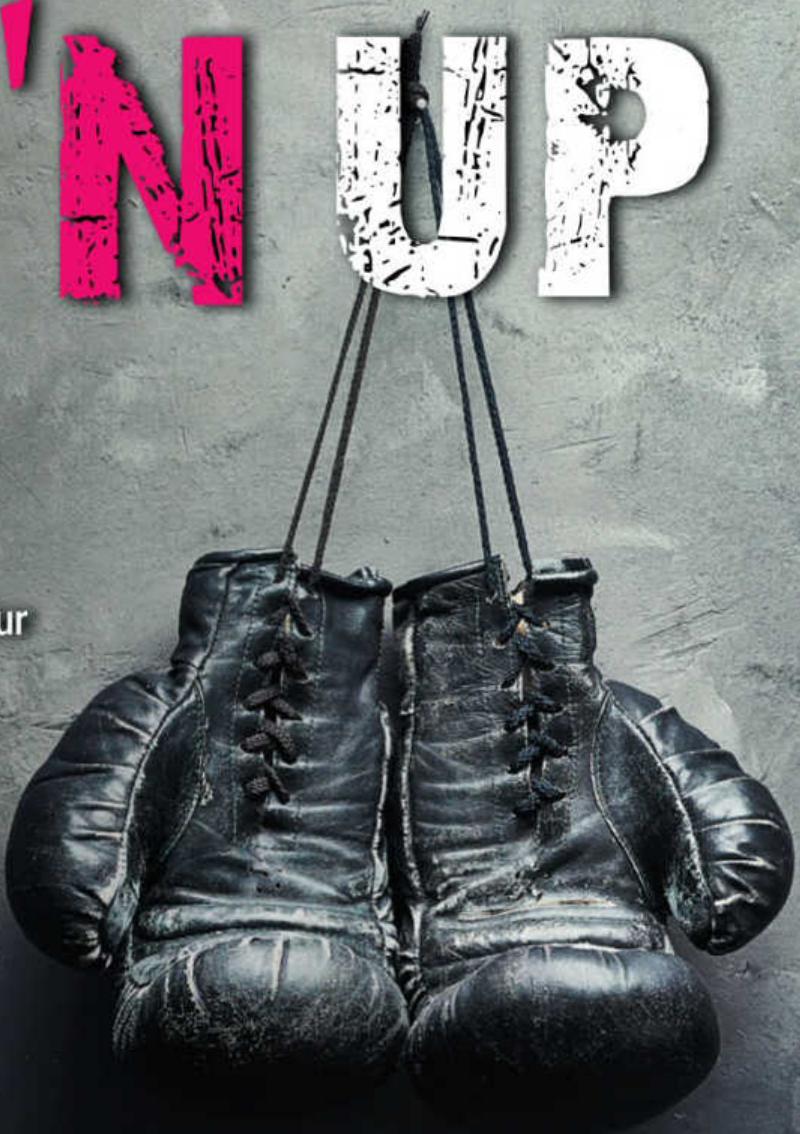


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WHAT'S NEXT AT ROTORMASTER?

Sydney's Rotormaster workshop looked more like a petrolhead's fantasyland the last time we popped in to say g'day to the team. The quality of their workmanship needs no explaining, just hop onto their Facebook at www.facebook.com/RotorMaster to check out the latest cars in the build. ■

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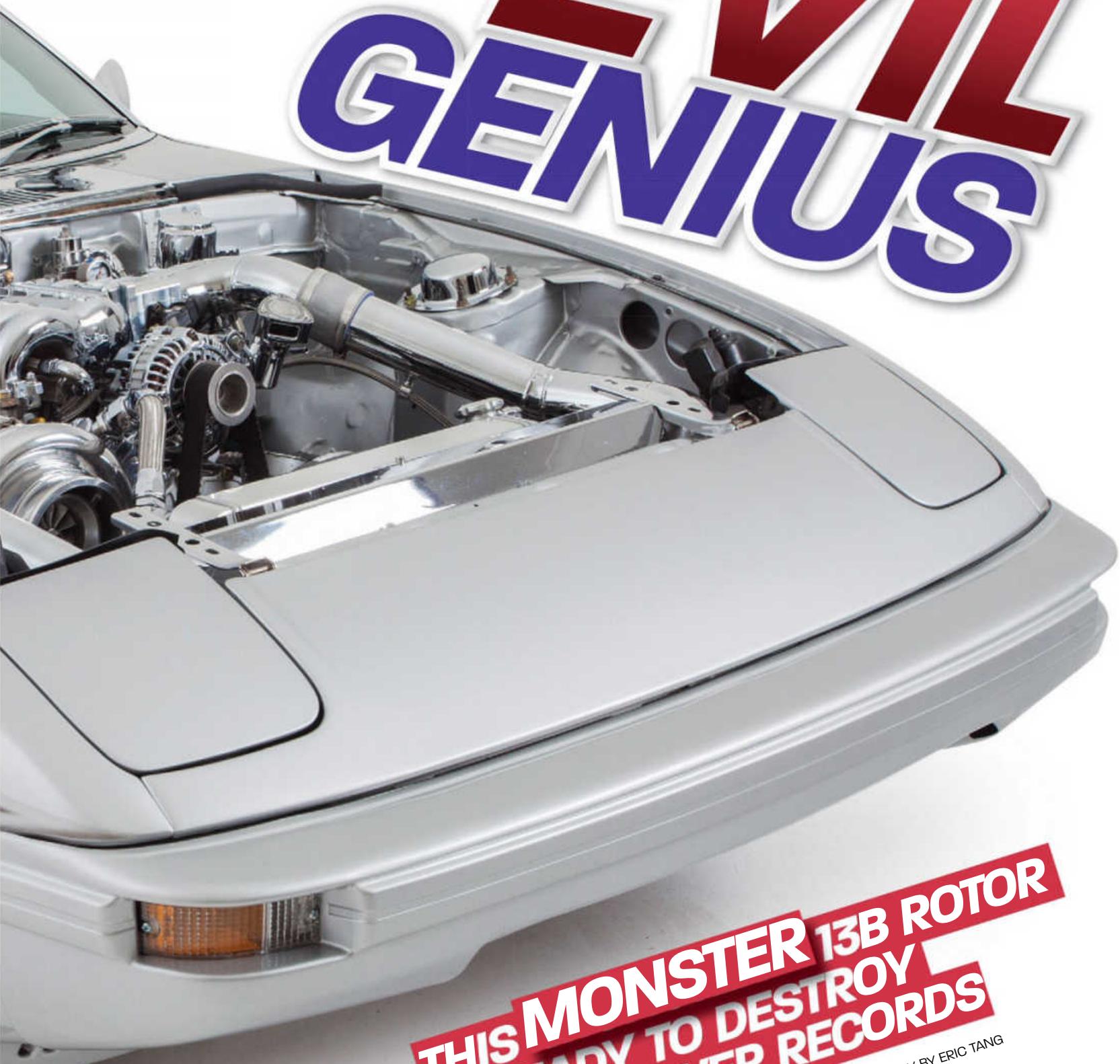
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EVIL GENIUS

THIS MONSTER ^{13B ROTOR}
IS READY TO DESTROY
HORSEPOWER RECORDS

WORDS BY JOHNNY NADER PHOTOGRAPHY BY ERIC TANG





“Well, it all started about four and half years ago. I owned a Series 1 RX-7

and I wanted to start doing that up with a paint job, the interior and do some engine work to it. The body on the car was pretty bad, so a mate of mine talked me out of it. I also preferred the Series 2, 3 shape as they had a sleeker look.

So the search began for a Series 2 or 3 shell. One strange night hanging at my mate's place it all came to me. I had a brain snap and said to my mate, 'How would you feel if I attempted to take out your title at the Horsepower Heroes shoot-out competition at the Summernats?'. His words were "Go for it".

So the journey began and we took a trip down to Maztech of Melbourne to chat with Anthony and Lino. We discussed what we wanted to achieve, the hows, cans and dos to make it happen, and then before we knew it Project Evil 7 began. Anthony and Lino were very confident, and in those words alone "we can do it" was enough for me.

So the search started for an engine. I came across a Series 8 RX-7 engine that was complete, I purchased the engine and had it delivered straight to Maztech's doorstep to none other than the man they call Lino RE Alessi – a true rotary guru and mastermind engine builder. Lino got cracking on the engine, doweled, balanced, bridge ported and the PTS seal kit trusted and proven in all Maztech-built engines.

In the meantime, Arthur from Tuners Edge put together the GTX45 Anthony was screaming for and provided him with two 1700cc Bosch injectors, two 2200cc injectors, along with twin 044 Bosch

I'VE ALWAYS LOVED THE OLD-SCHOOL LOOK





*The airbrushing and colour choice
was based on a mate's drag car*



fuel pumps with a Shauns Custom Alloy fabricated fuel tank. Braided lines completed the thirsty big bridgeport that was yet to come.

Meanwhile, the search for a shell was still in process. My mate Joe who was helping me with the whole build found a great shell in Newcastle, and before we knew it a deal had been cracked and the shell was truly on its way to Sydney for its intended use. The shell went straight to Innov8ive Customs at Rydalmere for a full overhaul.

First it was sandblasted and primer finished for the custom silver Standox mix. Wayne was then called upon from Advanced Airbrush to work his magic for the airbrushing of the designed Union Jack and Southern Cross. The design of the paintwork is an inspiration from a mate's drag car. We thought why not have a street version of his drag car, so they are now a big brother, little brother combo.

Once the airbrushing was complete, George from Innov8ive Customs then placed the clear and flow-coated the body to give it the awesome shine you can see.

I then had the engine sent up to Sydney for us to fit and prepare with all the braided lines to make the engine bay a complete masterpiece, and so the late nights on the car began. Mike from Sydney Motorsport Engineering was called upon to custom-fabricate the exhaust manifold for the windmill to scream.

Shaun from Shauns Custom Alloy then prepared the custom radiator and oil cooler for Evil 7, and doesn't it fit snugly in there. The latest Microtech LT16C was called upon for the engine management along with the ICE ignition and coils to keep those volts high. Nathan then completed the full wiring and electronics of the car.

A rotor fan's dream, the engine bay features the finest in Aussie materials



THERE'S NOT A SINGLE TRUE BLUE-BLOODED ENTHUSIAST OUT THERE WHO WOULDN'T SHED A TEAR AT THE SOUND OF THIS THING KICKING OVER







MAKING BANK IS THE GTX 45 MATCHED TO A FUEL SYSTEM THAT COULD TURN SAUDI ARABIA DRY

Working at Rocket Industries has its advantages, so I found a nice set of 19-inch Billet Specialties wheels that were sponsored by Arthur from Tuners Edge to give it that elite look with the old-school red walls. Dave from Top End Interiors whipped up the old-school Recaro trim and a custom rear seat trimmed in Italian leather and Billet Specialties accessories to complete the neatly insane interior.

Peter from Platinum Car Audio custom-fabricated the rear shelf in fibreglass to add the two Soundstream 12-inch subs and three amps finished off with the fibreglass door trims featuring the mid-range speakers. A Pioneer head unit completes the crisp, crystal-clear audio sound.

Once the engine was fitted and complete, Anthony was on an early morning flight to Sydney to complete the tune – a mild 452 brake horsepower was then applied for a winning tune for the streets of Sydney to enjoy.

Having that much power up my sleeve, a brake upgrade was on the cards, so Brembo discs and callipers found their way on the front and Wilwoods on the rear. A bulletproof rear end was required to hold the ponies to the ground, so Craft Diffs came to the rescue and fitted the full-spool 9-inch differential with Mark Williams gun drilled 35-spline axles, and all-new bushes, shocks and springs were fitted to make the street drive as comfortable as possible.

The car was recently unveiled at the Sydney Jamboree show, which it took out first prize for the engine bay. It was the first of many more shows yet to come, and the next major show will be next year's Summernats where the car will enter the Horsepower Heroes shoot-out competition and attempt to take out the current rotary title of 758hp pump fuel by RDRUNR.





*This could be an Audi or
Lexus if you didn't know what
you were looking at*



People I would like to thank with the build: Arthur and Minas from Tuners Edge, my major sponsor, so a massive thankyou (0411969609), Anthony Rodrigues & Lino Alessi from Maztech of Melbourne, Direct Clutch Services for the billet twin-plate clutch (07 3862 2680), Mike from Sydney Motorsport Engineering for the turbo manifold (0456 017 499), Sid and Tony from Australian CV and Power Steering (02 9638 0022),

George from Innov8ive Customs, Shaun from Shauns Custom Alloys, David from Top End Interiors, Peter from Platinum Car Audio, Ryan from RMV Mechanical, Troy from Savage Customs, Rocket Industries and Aeroflow. Last but not least, my best mate Joe Nsair – well, we finally finished it after 4½ years mate, thank you for all your help from start to finish you were always involved, so once again thank you.” ■



HOW MUCH HAS THIS LATEST BUILD COST? TRY AROUND \$85,000-PLUS. THAT'S A LOT OF APEX SEALS

SPECS

ENGINE: 13B bridgeport rotary turbo (RX-7 Series VIII)

PERFORMANCE: 454rwhp (run-in tune of just 13psi)

ENGINE HARDWARE: 2mm PTS seals, bridge-ported, twin Bosch 044 fuel pumps, 2x 2200cc injectors, 2x 1700cc injectors, GTX 45 turbocharger, PWR cores for radiator, intercooler and ancillary coolers by Shauns Custom Alloy, Turbosmart eBoost II boost controller, 3in straight-through exhaust system, Cosmo intake manifold, Microtech LT16C engine management system, ICE ignition system

DRIVETRAIN: Manual five-speed (Series IV turbo), twin-plate clutch/billet flywheel (Direct Clutch Services), 9in Craft full-spool (4:11), Mark Williams axles (35-spline billet)

SUSPENSION/BRAKES: Custom lowered Pedders Sports springs with Monroe gas shocks front and rear, Whiteline swaybar front, Brembo rotors, pads and calipers front, 1in-bore master cylinder, upgraded booster (standard size), Wilwood brakes rear

WHEELS/TYRES: Billet Specialities 19x8.5in wheels, various tyres

BODYWORK: Standox Silver/Australian flag airbrushing

INTERIOR: Leather Recaro front seats, custom leather dash, billet shifter, Billet Specialities steering wheel, suede roof-lining, Pioneer AVH-P6350 BT head unit, Soundstream amplifiers, Rockford Fosgate front speakers, Soundstream T6 12in subwoofers (x2), Auto Meter gauges, Microtech screen display





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JON'S KILLER DATSUN COUPE BUILD

JON'S BUSY BUILDING ONE MEAN LITTLE '70 DATSUN

The 1970 Datsun 1200 coupe was a second-owner vehicle with just 118,000km, full service history and books. It was supposed to be a quick clean up and drive project.

Once I started stripping it back and saw how clean and original it was, the project just grew from there.

The attraction was with the vehicle being a 1970 build, and being born in 1970 myself, it was more about the sentimental nature of building a vehicle of my birth year.

Rather than go the usual route and converting to EFI and turbo, I wanted to keep the car period correct, looking at option and mods available in the period and in keeping with the heritage of the vehicle.

At the time I was looking at engine options, a crashed 1200 sedan that had competed in Classic Adelaide was on the market. The 1200 raced by Zac Caudo had been well set up and been very competitive in the outright classic competition, and the car had met its fate on a dirt rally event.

The engine is an A15 that was originally built by Road & Track here in Adelaide, and since purchasing the motor I have done further improvements:

- Full ported & flowed head with the largest valves possible to fit
- Faced to increase compression
- Yella Terra roller rockers
- Tomei head gasket
- Tomei high-comp pistons,
- 79mm bore
- Sure cam custom-grind billet cam, ground to make peak power at 10,000rpm
- Knife-edge crank
- Full balanced rotating assembly
- 13.5:1 compression
- Electronic dizzy
- Twin 40mm Webers
- Lightweight fly wheel
- OS Giken clutch
- AE86 t50 gearbox
- 310 front rotors with Volvo 4-spot calipers
- R31 rear calipers and rotors
- 8-inch full spool 31 spline diff assy
- KYB shocks all round with 240Z coil over struts
- Wheels are Rota Cherry Blossom 15x9 all round
- 195/50 fronts
- 205/50 rears
- New body rubbers throughout
- Rego Sun 110
- Bodykit combination of MR2 and Te27
- Body full paint strip inside, outside and underneath

Check out what Jon is up to at his AutoHaus-Hahndorf business on his Facebook page www.facebook.com/Hahndorfautohaus





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RYAN'S IMPREZA

NAME: RYAN NICHOLLS

VEHICLE: 2004 SUBARU IMPREZA RS

WHY THIS PARTICULAR VEHICLE?

I purchased the car nearly seven years ago, when I was on my Ps. I always wanted a WRX, but with the P-plate laws I couldn't have one, so it was the closest thing to it.

WHAT DID YOU BUILD THE CAR TO DO?

I really want to run 9.1-9.2 with the standard gearbox and its current set-up, which I think it should do fairly easily.

HOW LONG HAVE YOU OWNED IT?

I have owned it for around seven years now.

WHAT'S THE BEST THING ABOUT IT?

Being able to jump in it whenever I want to cruise it wherever, and then any other day I can take it to the drags and run a quick time without being hassled.

PREVIOUS VEHICLES?

I have an XR6 Turbo as a daily/work car/tow car.

ESTIMATED TIME AND COST?

Too long and too much!

WHAT WOULD YOU DO DIFFERENTLY NEXT TIME?

Probably not a lot. I'm pretty happy with where the car is at the moment.

CAR'S FUTURE?

I want to run a number in the car, then I'll drive it for a while and probably sell it. But time will tell...





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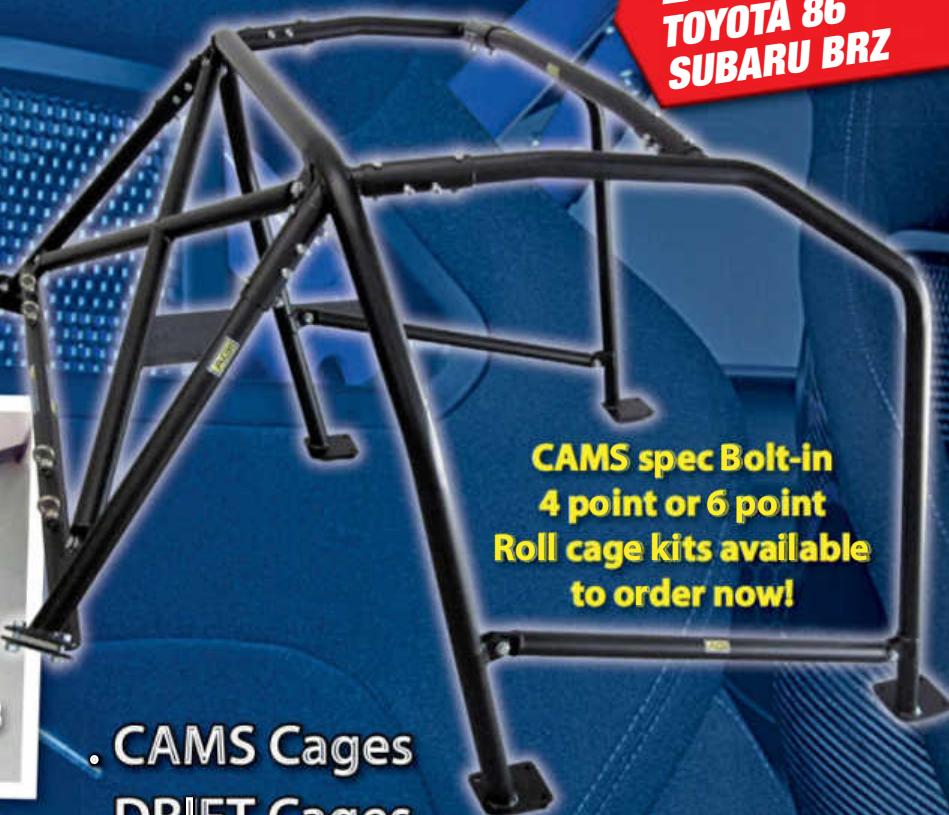
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ESS

WITH AN EYE FOR DETAIL, THIS
IS A SUBARU BUILT WITH THE
BEST BY THE BEST

PHOTOGRAPHY BY ERIC TANG





ATTENTION TO DETAIL HAS BEEN SOMETHING I'VE TRIED TO KEEP ON TOP OF

Metal fabricator and draftsman Ben Fink's (22) 2008 WRX is putting out 316kW, but it's the torque figure that really does your head in. Approaching near 1000Nm is

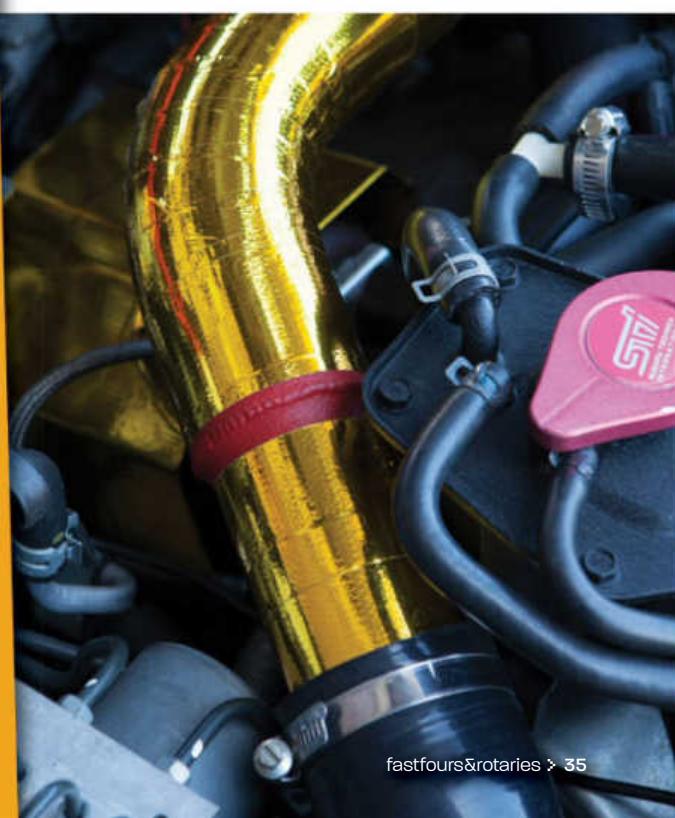
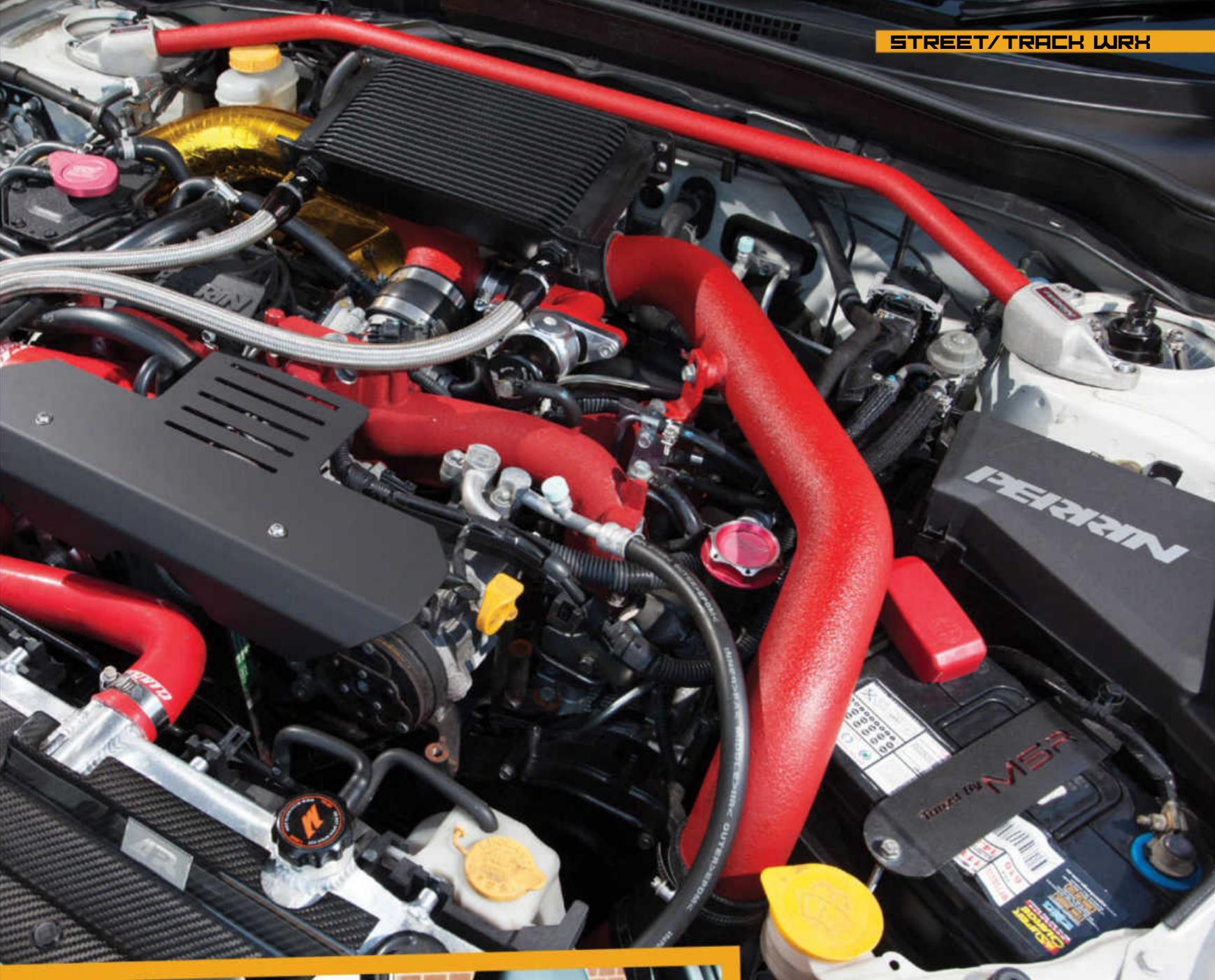
nothing to be trifled with. Just ask those Hankook 245s...

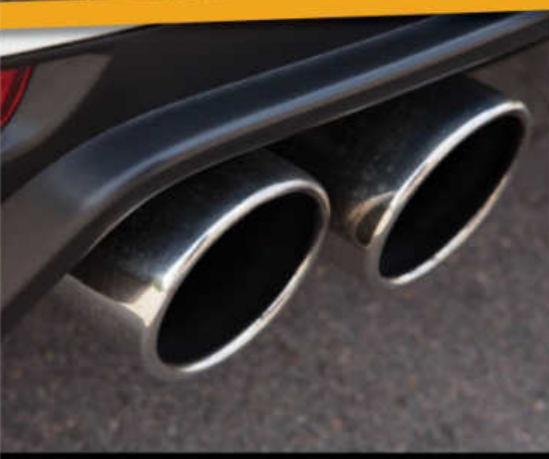
Ben's main goal was to build a vehicle that was a track-ready street car with looks, power and handling. For the last two years he's been constantly changing the car, but always with the intention of giving it a unique, clean look. "I chose an STI because they have such a good market for tenability and widely available parts. They handle great and have good credibility."

Ben says he never bought the car thinking he'd do this much work to it, but we all know that is the way the cookie crumbles. He was 19 when he bought the STI. He couldn't drive it with the P-plate laws, which simply meant more time for modification. He started with a cat-back and saved for more substantial mods.

A new turbo, headers, turbo-back, boost controller and CAI followed for 233kW at MSR. A front-mount and E85 moved that to 273kW, but after a head gasket blew, it was time to go all out with a rebuild. The motor got forges, new bearings and head studs. The head was







machined and everything reinforced for maximum strength and reliability. With a new turbos and a couple of retunes, a nice 316kW with a "bootful of torque" was the result.

In Ben's opinion, the best part of the car is its ability to remain recognisable whenever it goes. "Being unique these days is hard to achieve without hours of studying the net for ideas and things that have not been done widely yet. Attention to detail has been something I've tried to keep on top of.

"A rewarding part of my build has definitely been to be able to build a car that is a stupid amount of fun around a track and be able to handle it with no problems. The car can get in 11sec runs down the quarter. My end result at Wakefield for the very first time was 1.08.2, shaving a second off after each of the six sessions. Driving around town there are people young and old that respect and compliment the car, and that feels great.

"My car has never given me any trouble, except for the day of the magazine shoot. I was on my way to Newcastle from Wyong to meet the photographer when suddenly smoke started filling the cabin, belowing out the back. I thought 'Not today, any other day, why now?!'. I quickly pulled over and grabbed the fire extinguisher expecting the worst. I looked underneath the car and oil was dribbling all over my exhaust.

"I tried to find something broken loose but could



A REWARDING PART OF MY BUILD HAS DEFINITELY BEEN TO BE ABLE TO BUILD A CAR THAT IS A STUPID AMOUNT OF FUN AROUND A TRACK



only find a general area it was coming from. So, I drove down the road hoping everything was not so bad, hunting for a mechanic to check it out. I found one place, tightened an oil fitting and thought it was all good, drove to Repco for more oil, but the leak was worse. After leaking oil all over the mechanic's driveway around Tuggerah, I thought 'Nup, I'm done, no shoot today, this is f*cked.'

When the first tow truck came, the car was too low. The next one could get the car on, but it copped oil all over its tilt tray. It was now half an hour past the shoot time. Ben got to MSR and grabbed a jack to find a little O-ring had popped out of its seat on the oil filter sandwich plate. Suffice to say, he was most pleased. He fixed it, filled the car back up with oil and made it to the photoshoot just as a previous feature car was leaving. "I guess it's probably a Subaru thing

to break down," he laughs.

Apart from that, the car's been rock-solid reliable, with plans to get the suspension and handling spot on before new 265/35 Hankook RS3s, camber bolts and bushings. "This year should see 1.06 Wakefield lap times." Just check those O-rings first, hey Ben...

Thanks: "Michael South from MSR (Michael South Engineering, www.msengineering.com.au), from the engine work to the tuning and wheel alignments, he has made it such an informative and fun experience and is an absolute expert in Subaru performance and tuning, a big thanks to Troy from Pro Speed Racing, he has always given me good directions where to buy the right parts and is very knowledgeable about what he sells, which is a major thing about car performance parts, his prices are always the cheapest around and hard to pass on quality." ■



SPECS

ENGINE: Turbo boxer four-cylinder

PERFORMANCE: 316kW@6100rpm, 990Nm@3900rpm

ENGINE HARDWARE: 13mm oil pump, Mishimoto dual-row X Line radiator, custom top-mounted oil cooler set-up, Mishimoto oil cooler, 4AN SS braided lines, thermostatic sandwich plate, STI nitrided crank, Argo conrods with ACL Race bearings, 99.5mm CP pistons and rings, STI AVCS cylinder heads, Blouch Dom 2.5 XTR turbocharger (25psi), Process West intake, PSR silicone inlet pipe, Process West bar-and-plate front-mount intercooler, mandrel-bent wrinkle-coat piping, Deatschwerks 300 in-tank fuel pump 340L/min, open-source tune, GT Spec unequal length headers, high-flow Invidia cat, stainless steel mandrel-bent custom exhaust system with Invidia Q300 muffler, Design 42 Stealth catch can, APR radiator shroud, custom alternator cover

DRIVETRAIN: STI six-speed with DCCD, Exedy clutch

BRAKES/SUSPENSION: Brembo four-pot calipers and rotors, HEL braided brake lines, Ferodo DS2500 brake pads, Gears Racing coil-overs, Perrin strut braces, custom aluminium castor/camber plates

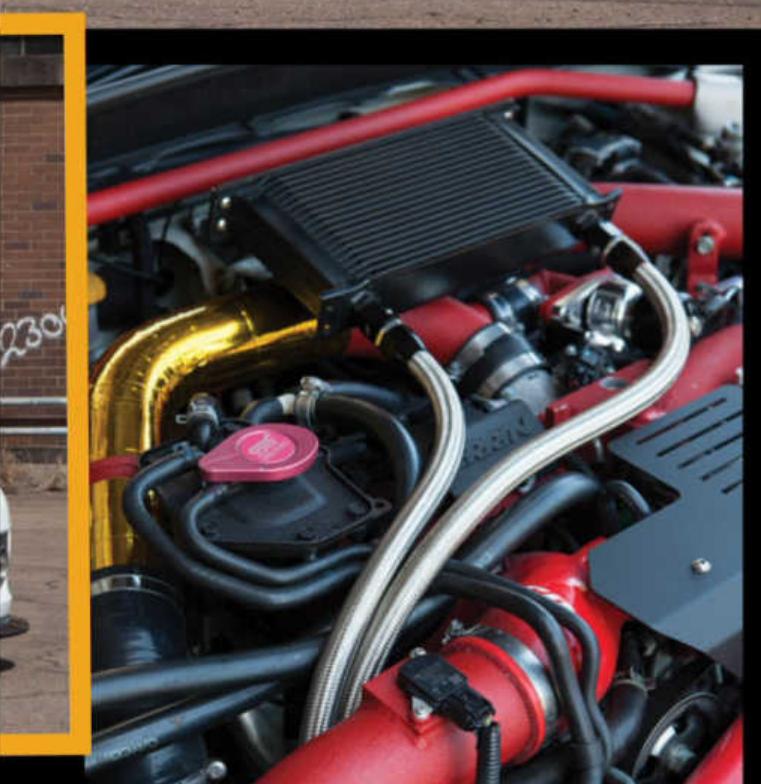
WHEELS/TYRES: 18x9.5in +30 Enkei Kojin wheels, Hankook RS3 245/40 tyres

BODYWORK: Blacktop aero carbon-fibre front lip, carbon-fibre side lips and rear bods, Varis-style carbon-fibre spoiler

INTERIOR: Pioneer head unit, STI Recaro seats, Focal speakers front and rear, Pro Sport Halo-series boost and oil pressure gauges, Pierburg three-port boost controller, Takata harness



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DYSON R100

Aussie-land is known for hosting some of the best rotary builders in the world. There's a lot of competition here and a helluva lot of talent. What happens when the best of the best get together? Pure gold, that's what, or, in this case, white.

Twin brothers Andrew and Craig Dyson are well respected in the Aussie rotor scene. Working as farmers and freelancer tuners, the twins built this 1969 R100 to be a classic hat-tip to the breed.

"R100s Mazdas look very cool, and they have an excellent chassis," they told us. Indeed, the R100 still has something of an aura about it amongst Mazda fans. Its swoop-back lines cannot be beat. Finding one that isn't Swiss-cheese hole can be a little difficult, however, but once a base was sorted by the boys, it was straight into the shop.

Craig put together the engine. Using a Cosmo block, it runs a host of solid internals and matching ancillaries for the kind of Pro Compact power that keeps on pumping right through the rev range. From the massive cross-over plenum to the huge Borg Warner 83mm bullseye turbocharger, everything between the strut towers is the definition of big and bad.



R100 MAZDAS LOOK VERY COOL, AND THEY HAVE AN EXCELLENT CHASSIS



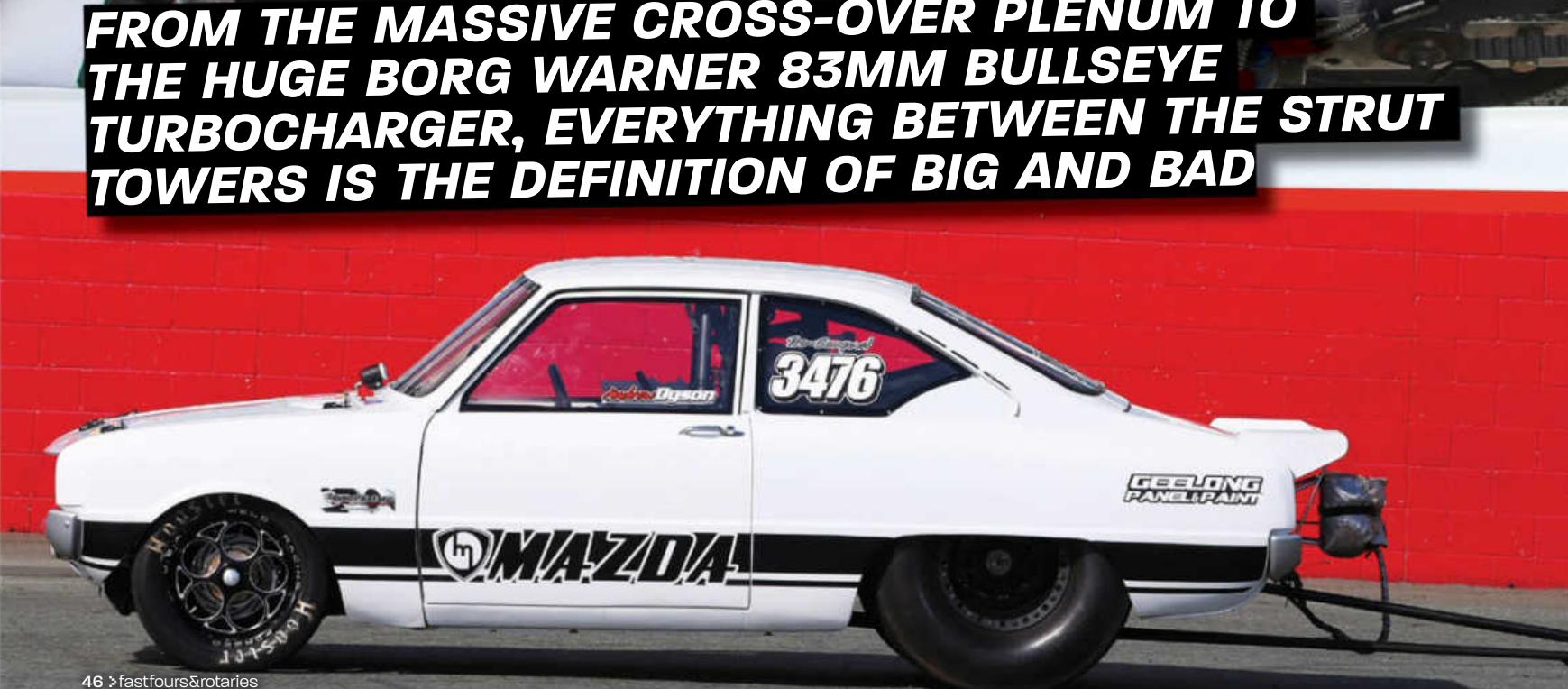


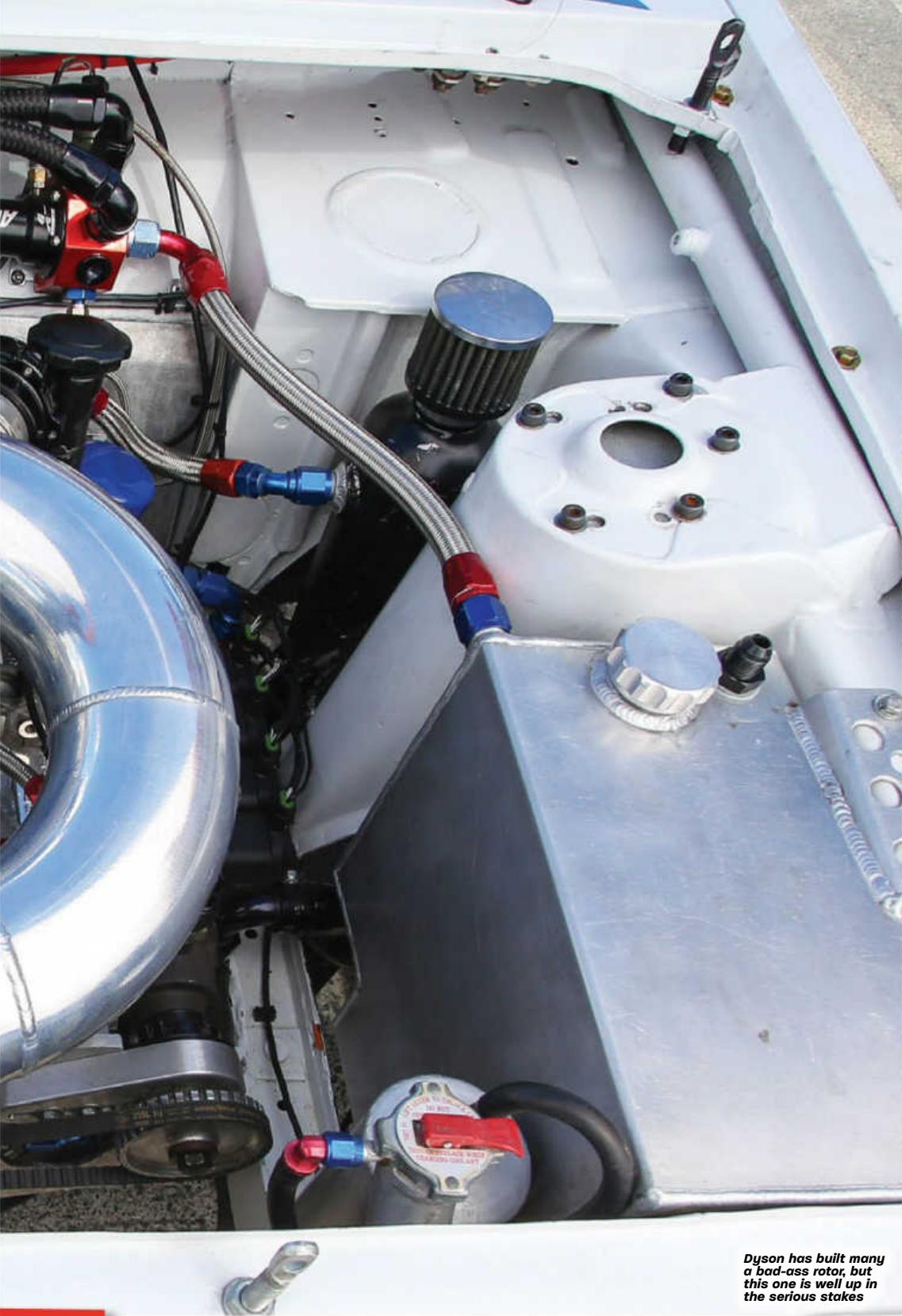
It's super-spartan in here. Note the GoPro mount in the corner





FROM THE MASSIVE CROSS-OVER PLENUM TO THE HUGE BORG WARNER 83MM BULLSEYE TURBOCHARGER, EVERYTHING BETWEEN THE STRUT TOWERS IS THE DEFINITION OF BIG AND BAD





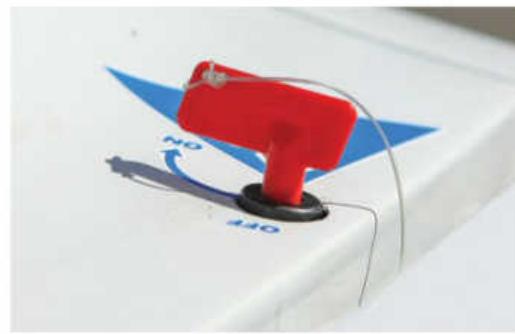
Dyson has built many a bad-ass rotor, but this one is well up in the serious stakes

The exhaust is also a bit of a masterpiece. It's thanks to Nick Holmes of Holmes Performance originally, with all work done in Geelong by Andrew Darby at Moolap Mufflers. Starting up with its semi-peripheral and bridge porting, the sound is akin to the world collapsing in on itself. It's the kind of off-beat chug-a-chug rotary fans will love and the general public will loathe for waking up the neighbourhood.

Thankfully, the rotor is solely dedicated to drag, with Racepack logging and dash, and Microtech management all tuned in-house. Running quality ignition, it's also super-reliable, with nary a single issue to date.

Power is unknown for now, but rest assured it's more than your granny's R100 makes. So far the R100 has run a best of 7.75sec with a top MPH of 171.6mph. This was at Willowbank testing just prior to Jamboree, and we're assured there is much more to come. After all, these boys have a reputation to uphold.

The chassis work is actually quite extensive when you look closer. It was thrown together by Raceline Chassis, with the Lenco chassis mods by Jamie Page. Just one look at that Terminator arm sticking up from the Lenco box should provide a clue as to how serious this tranny is.





SPECS

ENGINE: Rotary turbo

PERFORMANCE: 7.75@171.6mph

ENGINE HARDWARE: Cosmo block, semi-peripheral port and bridge ports, SCR apex seals, Xtreme Rotaries centre bearing, Billet Inc front and rear plates, Projay plenum semi-PP model, single Hypetune 4in throttlebody, 10x 2400cc Siemens Decca injectors, Aeromotive fuel-pressure regulator, Borg Warner 83mm bullseye turbocharger, GFB blow-off valve and 50mm external wastegate, AMS 1000 boost controller, alloy front-mount fuel cell, Enderle 110 fuel pump, Microtech LT16C engine management system, Racepak IQ3 data-logger, Microtech two-step launch controller, MSD coil packs, M&W Pro Drag spark amplifier, 2in primary, 4in dump pipe, battery relocated to passenger-side footwell

DRIVETRAIN: Lenco CS3 five-speed gearbox, Direct Clutch multi-plate clutch, 5.11

SUSPENSION/BRAKES: 90-10 suspension front with custom struts, four-link Strange dual adjustable shocks, Lenco chassis mods, Wilwood custom brakes front and rear

WHEELS/TYRES: 15x3in Magnum Pro front wheels and 14x15in Magnum Pro beadlock rear wheels, rear 32x14.5 tyres

BODYWORK: Custom respray

INTERIOR: Small Strange steering wheel, carbon-fibre seat/s, Microtech and Racepak displays, five-point Simpson harness



The build itself was more straightforward than you might imagine. After all, this is not the first rotary rodeo these guys have attended. "There's nothing juicy to tell. The hardest part was finding time to build the car from interstate. I live in Geelong and the car was built on the Gold Coast. It was a good excuse to get a tan."

As for the paintwork, a bit of clarification needs to be made. It's by Geelong Paint and Panel. Little Andrew Dyson (Wayne Dyson's son) laid it down. Everyone is rather confused about this for some reason. Even people in Geelong think this R100 is his, when in fact it belongs to Uncle Andrew.

It's a real family affair this one. The difference is, this family's far from dysfunctional, pulling together to build one of the greatest Pro Compact powerhouses this country has ever seen.

Thanks: "A special thanks to Andrew Darby (Moolap Mufflers) for countless hours of help, Glen Dyson for the car build, Steven and Lisa Cockerill of M1 Safety Certificates for doing so much for Craig and myself." ■



**SO FAR THE R100 HAS
RUN A BEST OF 7.75SEC
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171.6MPH**



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5

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I LOVE THE WAY THESE CARS ARE OVER-ENGINEERED AND HOW THEY RESPOND TO BOLT-ON PARTS



The wide-body and carbon ensure this is one Evo you won't mistake for a street car



"It's pretty basic inside, as I don't need much apart from the essentials"

The Evo remains a track legend in this country. While the Bathurst boys can fawn over their (barely) Commodores all day, us import lovers know what's best, as does Travis Allen (36). His 2005 Lancer Evo IX has been moved on from street duties into the kind of track weapon we're sure is going to make a big impact on the scene soon.

Says Travis, "I really wanted something proven for time-attack events. The CT9A is a great all-rounder for time attack. All you need to do is look at WTAC winners—Tilton, Nemo and my favourite, Mick Sigworth's PMQ Racing. I love the way these cars are over-engineered and how they respond to bolt-on parts."

Travis largely built his Evo for time-attack and hill-climb events. With a very specific purpose in mind, it meant the car could be built with no compromises. Three years on it's well on its way to hitting the podiums itself. "I built the car to be as lightweight as possible and very responsive with the smaller turbo set-up."

Everyone knows the 4G63 just loves boost and major punishment. This is the original engine, though Travis also has another MIVEC motor spare just in case. The smaller Blouch turbo is an interesting choice, with the rest of the bolt-ons helping to push towards 300awkW with a hefty hand of torque to boot. Managed by the latest in Haltech computers and run through a completely custom rewiring, the E85-based system is not only reliable, but responsive as well.

With its wide-body, Voltex and Carbon Plus aero package, this is an Evo that really stands out. When Travis first picked it up this was your regular street car like any other, but now its track intent is crystal. Weds are divine no matter what Japanese girl you throw them onto. Sadly, Travis doesn't quite get to see them spinning as much as he'd like...

"I have little time at this stage to hit the track, but I'm looking forward to spending more time there nationally." Being one of the owners of Allens Industrial and Assured Equipment also keeps Travis busy, but he's keen as ever to get behind the wheels and put some Ks on that dial.





How much has Travis invested here in total? Try \$60,000 ongoing. His previous vehicles include a Subaru Club Spec 9 WRX, Evo IXs for the street and an X, but this one I by far his fave. "It's safe, it's fast and I love the look," he enthuses.

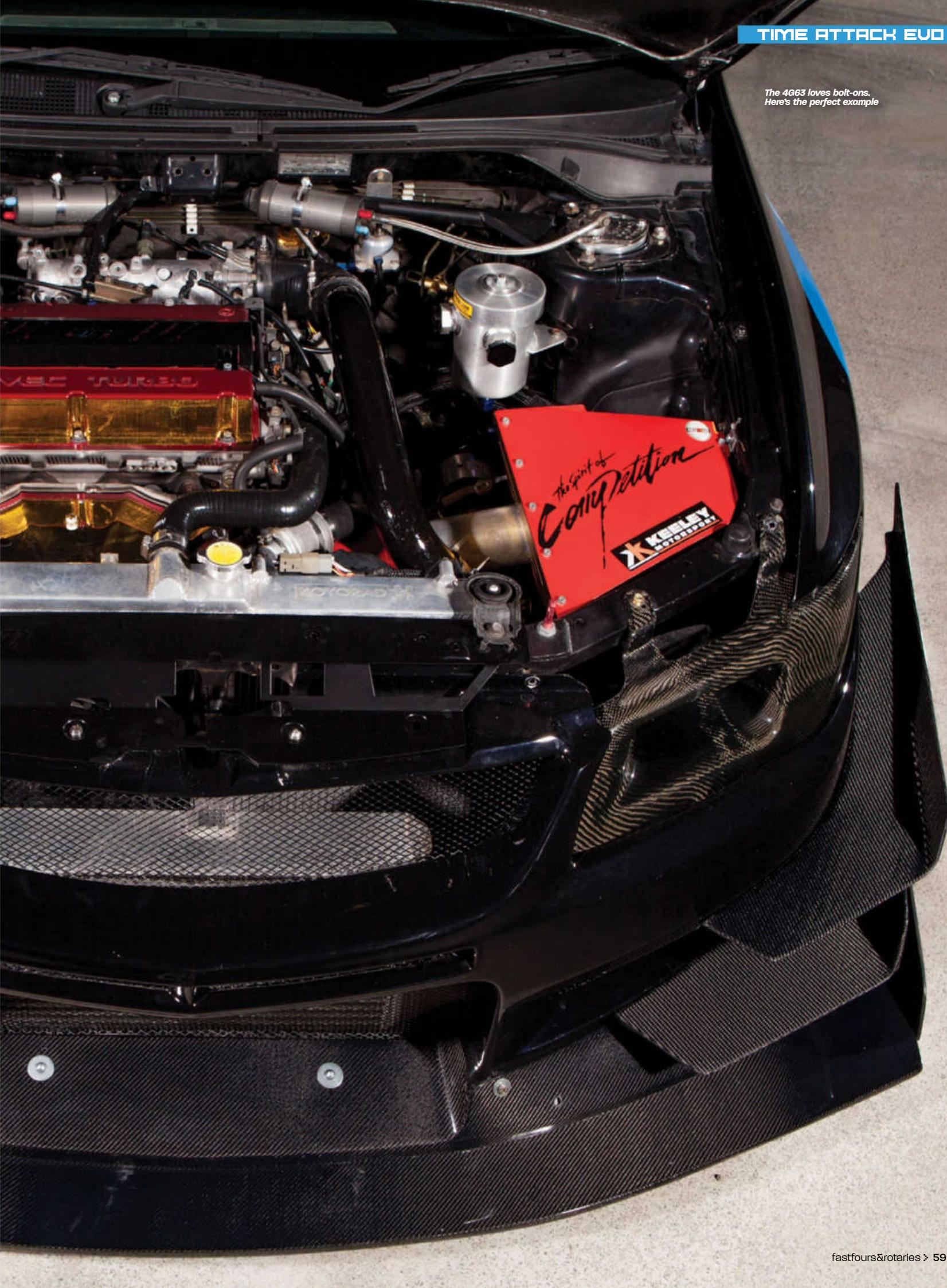
Asked if he'd do anything differently, Travis replies, "Nothing really. I have sincerely enjoyed every minute of the build." In the future is a Mak Trak sequential, Norris Design dry sump and a JHH built motor. There were a few delays throughout the build as Travis changed his mind, but really it was quite smooth considering other builds splashed over these pages of late. "All and all I have enjoyed the car and never felt unhappy with it. No excuses can be made by the driver now, as everything is covered." We'll hold you to it, mate.

Thanks: "Ben Keely at Keely Motorsports for all his hands-on work for the complete build (0400 276 462), Trent Whyte AKA TunedbyTrent for his time spent on the dyno (3352 363), Scott Green at Scotts Rods for his complex cage install and fabrication work (0408 197 280), Chris from 12 Volt for the custom rewire from start to finish (0422 952 243), Ronnie Fok for the carbon parts, front splitter and canards/headlight replacement, Colin and Jason at Beaudesert Collision for the body part fitment and point work, Matt, Nick and Mitch at Haltech, Budi at Autotechnik for the Weds wheels and excellent customer service, Prospeed Racing for selling me cheap quality parts,



I BUILT THE CAR TO BE AS LIGHTWEIGHT AS POSSIBLE AND VERY RESPONSIVE WITH THE SMALLER TURBO SET-UP

The 4G63 loves bolt-ons.
Here's the perfect example



(0418 436 861), Paul Ruzic at QLD Time Attack for keeping the events alive, Scott Paddy at Autoshotz for great photos, Rob Davis for the final touches and help getting the car ready to race, sponsors Allens Industrial Products, Pro Choice, Scott Safety and Sundstrom, Mick Sigsworth, Rob Gooley, Scott Stewart and all the QLD Time Attack guys for lending me a hand and giving tips, my father Phil, brothers Trent and Tyson for being pit men, last but not least my wife, kids for putting up with the late nights, loud noises and slightly obsessive behaviour." ■



SPECS

ENGINE: 2L 4G63 four-cylinder turbo

PERFORMANCE: 273kW, 530Nm, 55.09 (QR Sprints)

ENGINE HARDWARE: Internal Walbro and external Bosch 044 fuel pump with surge tank and braided lines, 2000cc Injector Clinic injectors, Blouch SE71 turbo, ported and coated stock intake manifold, AMS intercooler, oil cooler and radiator, custom side-exit exhaust system, Haltech ignition system and Elite 2500 management, custom wiring by Chris at 12 Volt, lightweight Fat House Fabrication fuel tank
DRIVETRAIN: Five-speed RS gearbox, ungraded shifter mounts by Keely Motorsports, OS-Giken twin-plate clutch, Ralliart Super Traction and RS rear diffs, MoTeC diff controller, Momentum Motorsports front and rear sub-frames

SUSPENSION/BRAKES: DMS 50 springs front on five-way coil-overs with external reservoirs, DMS springs and shocks rear, Ralliart rear strut brace, Performance Friction discs with Evo X calipers front, Project Mu HC pads front, Goodridge braided brake lines, DBA 4000 calipers front with Endless CCX pads

WHEELS/TYRES: 18x10.5in Weds TC105 +12 wheels, Hankook Z221 275 tyres

BODYWORK: Voltex 1700mm Type 5 wing with extensions, over-fenders, front fenders, diffuser, lightweight doors, splitter, canards, Carbon Plus front bar

INTERIOR: Haltech IQ3, AMS shifter, Sparo steering wheel, Works Bell Rapfix GTC-R, Custom Cages FIA-spec lightweight T45 roll cage installed by Scotts Rods, side exhaust insulated with custom box for noise and heat reduction



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There are tuning shops, and there are tuning shops. They may all look the same from a distance, but it isn't until you dig deeper that you really discover what they are all about. This differentiation is especially pretty evident in Japan, a country often looked upon for inspiration when it comes to style and direction, but one that has been plagued by the 'bolt-on parts from a catalogue' syndrome more often than not.

Most garages are so small they are never really equipped to take care of the most demanding jobs, so if it isn't offered as part of a kit, you're going to be out of luck. Then there are places like Garage G-Force. This is a name that's been around for a very long time, ever since those legendary golden years of the Japanese tuning revolution back in the nineties.

Tazawa-san, the man behind the name, originally started building and competing in drag racing up in the northernmost prefecture of Japan, Aomori-ken. He quickly built a reputation for building some of the fastest and most powerful Echos in the country and when demand for his work grew he made the move south and opened up a second shop in Yokohama.

He continued to evolve his style, concentrating on creating some of the most impressive engines for both track and street, slowly moving away from quarter-mile builds and concentrating on the more popular time attack scene that has developed over the last decade.



G-Force is one of the busiest shops in the Tokyo/Yokohama area. There are always new projects awaiting to be put on the lift patiently waiting around the shop



VERY FEW JDM BRANDS HAVE PRODUCTS THAT CAN KEEP UP WITH OUR HIGH-POWER MACHINES

It's a good thing that G-Force moved to a bigger shop, as they are able to work on a much larger number of cars, making best use of their two lifts and two full-time mechanics. This is an example of the kind of street cars that are always awaiting routine work and maintenance



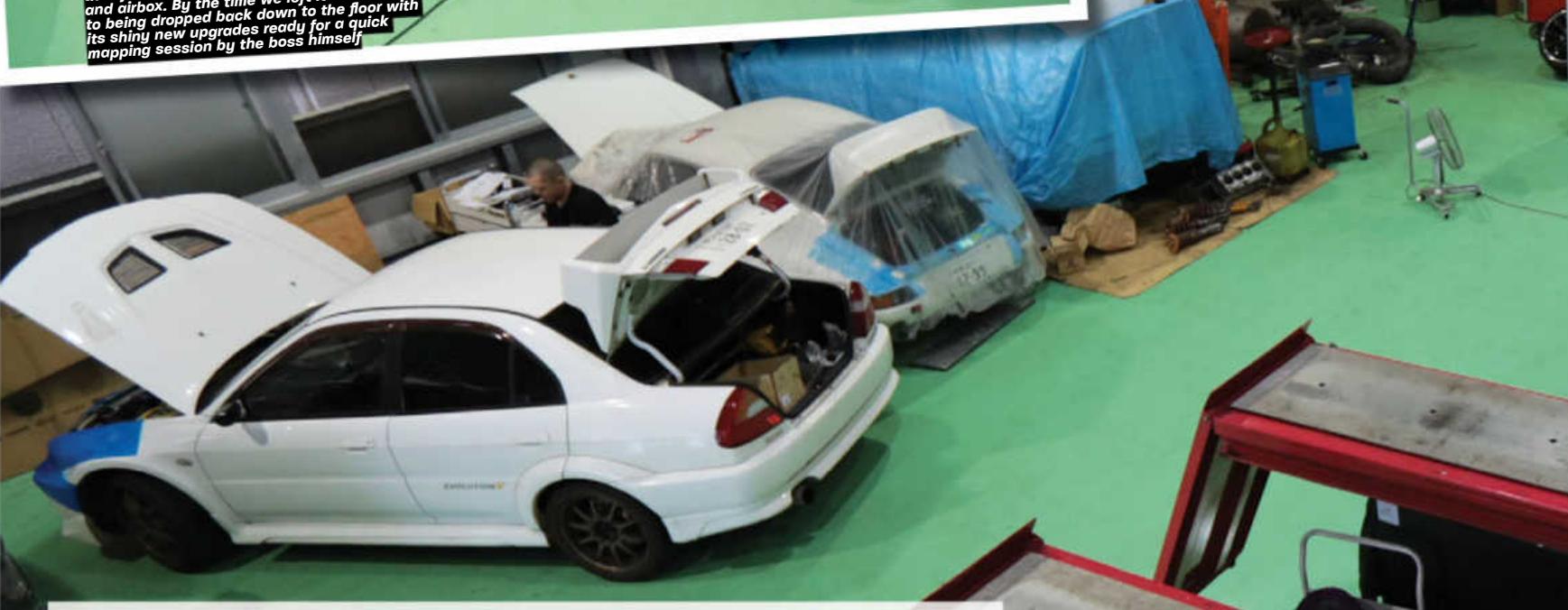


Time attack isn't only reserved for the high-end shop demo cars of course, there are a lot of privateers that do it for a bit of fun at open track days. But since time attack season runs between December and February, now is the period





During our short visit this Evo X was put on the lift and stripped of its wheels, exhaust and airbox. By the time we left it was close to being dropped back down to the floor with its shiny new upgrades ready for a quick mapping session by the boss himself



With the need to find out more about this slice of JDM culture, we decided to stop by his new shop in the outskirts of Yokohama to find out what it's all about.

What has always kept G-Force on the map is the fact that they aren't shy about doing things differently. With the need to push the tuning envelope more and more, Tazawa has always looked to the outside world to see what people were doing elsewhere. Not wanting to stick to what the HKS or Tomei catalogues offered, he continuously experiments with new solutions and is a big supporter of the current Garrett and Borg Warner movement that is taking place in Japan, making full use of the latest breed of big turbochargers that GCG offers in Japan.

His cars' results speak for themselves, time and time again becoming some of the fastest at tracks like Tsukuba and Fuji always at the hands of Nob Taniguchi. In fact, G-Force is the place that Taniguchi uses to tune and maintain his rather large collection of cars, so that probably tells you something.

We dropped by the new shop on a quiet weekday, just as Tazawa received the first parts delivery of the day, everything from juicy engine bits and bobs to full aero kits from Varis and a nice set of Rays wheels. The sheer size of the new workshop has allowed G-Force to streamline the way in which they work, able to tackle multiple jobs on a variety of cars thanks to the extra

space, fit parts, build engines and greet customers inside the main shop and office areas.

At the back of the shop, a little recess has been constructed next to the engine build room in which the Dynapack hub dynos have been set up. It's all built to keep it as quiet as possible, another reason they opted for this solution over roller-type chassis dynamometers. But since the shop is located in a tightly built up industrial area, they don't want the neighbours to complain, so they have constructed the mother of all silencers to plumb into the exhaust system and quiet down even the most powerful Lancers they may be working on.

That morning a stock Evo X had just come in and was getting fitted with a first run of modifications, which include an exhaust and intake upgrade, an ECU tune and a sexy set of new boots.

Tazawa showed us the new GCG turbo that they will soon be fitting on a customer's Evo 9 wagon built for high-speed racing on the Wangan. They'll be able to touch the 1000hp mark and still keep the car docile enough to drive around the street in.

Sitting in the engine room was a fresh 4B11 all-aluminium motor out of another Evo X that will soon be taken apart and treated to a full bottom-end upgrade to boost capacity as well as serious headwork ready to receive a rather large dose of boost. We even





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MAINTAIN HIS RATHER LARGE
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BUILT A
REPUTATION FOR
BUILDING SOME
OF THE FASTEST
AND MOST
POWERFUL
EVOS IN THE
COUNTRY**

CHAT WITH THE BOSS

TAZAWA
OF G-FORCE

Hidden away in the dyno section of the shop was this Evo X customer car which was awaiting to be mapped after the latest round of modifications



Q: THE LANCER EVO HAS BEEN KILLED OFF, DO YOU THINK THIS WILL BRING MORE OWNERS TO CUSTOMISE THEIR CARS MORE NOW THAT THERE IS NOTHING 'NEW' TO LOOK FORWARD TO?

A: A lot of our Evo X customers are new to Echos or bought it new so I think they will start tuning other cars instead. But owners of the CT line of Echos I think will stay with the platform for a little while longer.

Q: WHAT ARE THE MOST COMMON MODIFICATIONS YOUR CUSTOMERS GO FOR?

A: Most commonly we get asked to do rebuilds and/or stroker kit installs/displacement increases.

Q: YOU HAVE BEEN USING MORE AND MORE FOREIGN-SOURCED PARTS ON YOUR BIGGER PROJECTS, THINGS LIKE GARRETT AND BORG WARNER TURBOS, FULL RACE KITS AND THINGS LIKE THAT. DO YOU THINK THE JAPANESE PARTS MAKERS ARE LAGGING BEHIND IN DEVELOPING PRODUCTS FOR HIGH-POWER SOLUTIONS?

A: Unfortunately so. Very few JDM brands have products that can keep up with our high-power machines.

Q: G-FORCE CATERS PRIMARILY TO EVOS, BUT DO YOU SEE YOURSELF GOING INTO OTHER DIRECTIONS? ANY EXAMPLES?

A: Although we won't be seeing any more Echos from Mitsubishi, I'm going to hold out for a little bit to see if the company comes out with anything interesting, performance wise of course. Besides that, I've been looking into R35s a lot more recently and I've also been thinking about dabbling into old Porsche 911s as well.

Q: YOU HAVE A LOT OF TIME ATTACK BUILDS OVER THE LAST YEARS. DO YOU MISS THE DAYS WHEN DRAG RACING WAS POPULAR? WHY DO YOU THINK IT HAS VIRTUALLY DISAPPEARED FROM THE TUNING SCENE?

A: I do miss those days; drag racing was and still is a passion of mine. If we had somewhere to race and the budget to build a drag car it's definitely something I'd like to revisit. It's unfortunate as these days it's difficult to find anywhere to drag race and doing it on the streets like people used to, just isn't possible anymore.

CONTACT
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spotted a classic Porsche 911 sitting under a protective cover, just to emphasise the fact that G-Force will take on any job on any car. This rare vintage beauty is currently getting a custom wiring loom done which will hook up to a Motec ECU which will help maximise the performance of the freshly built and fuel injected flat-six.

They may be 4G63 and 4B11 specialists, but G-Force is getting more and more into the new gen GT-R and the massive power potential of its V6 engine as well as taking a bit of an interest in the Toyota 86. We wonder if Tazawa be swapping in a 4G63 into one of these any time soon! ■

This is where G-Force's magic happens, where engines get stripped down, cleaned up, and parts sent out for machining before being assembled up again along with stroked bottom ends and tons of other goodies

G-FORCE IS GETTING MORE AND MORE INTO THE NEW GEN GT-R AND THE MASSIVE POWER POTENTIAL OF ITS V6 ENGINE



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TITLE FIGHT

WORDS BY ANDREW HAWKINS
PHOTOGRAPHY BY DRAGPHOTOS.COM.AU





The final round of the Just Car Insurance Australian Drifting GP was named the title fight, and that's exactly what it was, a fight for the 2014/15 title. After Beau Yates missed Round 3 and Nick Coulson was knocked out in the Top-16 by Michael Rosenblatt, who then led the championship coming into the final round, there was less than 40 points separating the top four drivers. This meant the championship was wide open for the podium spots.

Making the final round even more exciting is that it was held inside Powercruise Sydney at Sydney Motorsport Park. The Australian Drifting GP team also ran the Powercruise drifting sessions, drifting demos and the O.G. Figure-8 Drift Competition at night! There was over 30 hours of drifting over the three days!

In practice and qualifying it was clear pretty quickly who was looking strong. Josh Boettcher in the monster V8-powered GT Radial S15 seemed to finally have his car dialled in and was on point, looking very hard to beat and qualifying in first place by a solid margin. After missing the last round, Beau Yates had time to get comfortable in his now 2JZ-GTE powered Wynn's/Nitto Toyota 86, and it showed, qualifying in second place. The Championship hopefuls all qualified in the Top-10 with Levi Clarke in 3rd, Michael Rosenblatt in 5th and Nick Coulson in 9th.

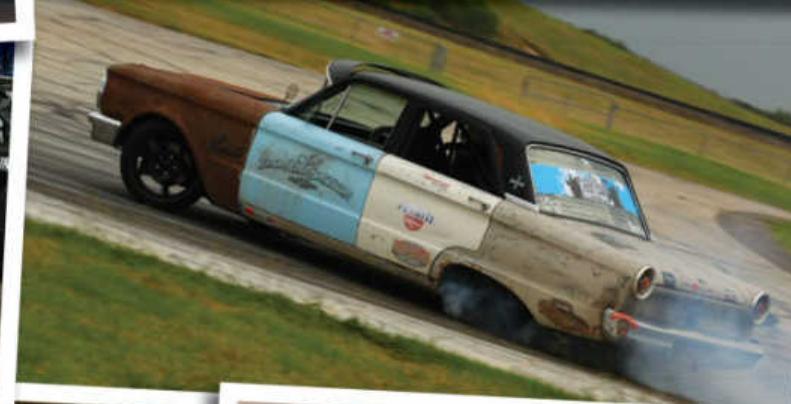
Heavy on the angle!

AUSTRALIAN DRIFTING
GP FINALS



Beau and his 86 were consistently tearing up the track





The Top-5 qualifiers had bye runs in the Top-32 due to breakages and everyone expected Nick Coulson to make it through to the Top-32 without a problem, but anything can happen in drifting. It might have been the pressure, or the nerves, but Coulson spun on his chase lap and Kris Frome took the win in the Top-32 meaning Nick Coulson's championship chase was over. This made the championship a three-horse race between Queenslanders Michael Rosenblatt, Levi Clarke and Josh Boettcher, and all three were on fire and looking tough to beat.

Championship leader Michael Rosenblatt in the Nulon Oils R32 Skyline was on one side of the battle tree, and number two Levi Clarke in the Exedy Racing S15 was on the other. The drivers had already worked out what needed to happen and if Rosenblatt made it to the Top-4, the championship was his. Luckily, looking at the battle tree, he didn't have to take on Josh Boettcher until the Top-4 bracket, meaning he had a pretty good chance of being crowned Australian Champion.

Jarrad Klingberg was looking to increase his standings in the championship, but was knocked out in the Top-16 due to car dramas and Rob Whyte was another competitor looking to make up some points in the final round, but he also suffered car dramas for the third event in a row. Both drivers still ended up inside the Top-10 for the year.

AUSTRALIAN DRIFTING GP FINALS



Levi Clarke and Michael Rosenblatt both made it to the Top-4, but it was as far as both would go, however, it secured their position in the championship with Michael Rosenblatt number one, and Levi Clarke number two. This meant their battle for third place was pretty intense, with neither driver having nothing to lose. After plenty of bashin' and crashin', Rosenblatt took third place for the round. A great way to finish off his 2014/15 Championship win.

The final was between Josh Boettcher in the S15 and Beau Yates in the Toyota 86. They qualified one-two, and both were looking tough to beat, and they delivered us one of the best battles of the year. When the insane amount of smoke from over 1200hp worth of drift machines settled, Josh Boettcher took his first ADGP win, which also netted him a podium position for the championship with third place for the season. Even after missing Round 3 altogether, Beau Yates finished in 6th place. Even if he had finished mid-pack in that round, he would have been on the podium for the season. No doubt he'll be one to watch next season, which kicks off at Calder Park Raceway September 5th and 6th. More information at www.australiandriftinggp.com ■

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IN THA HOUSE

THIS 1971 STEEL GREY 1600 AIN'T 50 SHADES, BUT IT IS SEXY ALL THE SAME
PHOTOGRAPHY BY BRODIE BUTLER



The red vinyl is the perfect foil to the exterior, providing much-needed punch

"I CHOSE RED AS THE COLOUR FOR THE INTERIOR AFTER SEEING THE COMBINATION ON A FERRARI." UNFORTUNATELY, THE CAR ENDED UP BEING UPHOLSTERED THREE TIMES



Daniel Coleman (31) is a regional construction manager, but we all know that when it comes to your own build, things don't always go to plan. Says Dan, "I loved the shape of Datsun 1600s when I was a kid and was hooked after my first ride in a mate's Datto as a teenager. The handling and power delivery was exceptional. I was racing go karts at the time and the Datto felt like the next best thing." Nine years in his ownership, this Datto is about as close to one as you'll get.

The body and interior were okay for the car's age when Dan grabbed it, but it had been crashed and was missing a front guard and bumper. It had the SR20 in it already and a full Datsport conversion kit, brakes and suspension, making it something of a bargain buy.

Says Dan, "The car was my daily driver for a couple of years. I replaced the missing front guard, which was donated by my mate Brett McConnell. Brett has two





Says Dan, "The fabrication at Cronic of the new sections was amazing to watch and looked factory after completion including the inside skins of the panels that cannot be seen"



1600s. He is a 1600 nut and gave me some impossible-to-find parts along the way as well as a helping to put the car back together when I decided to do the rebuild. I got brand new genuine Nissan bumpers from Datsport."

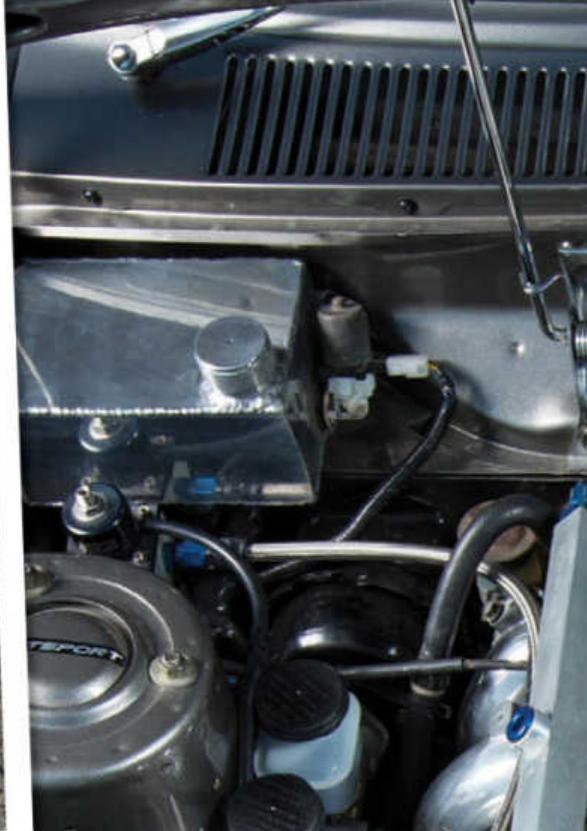
When some rust started coming through, Dan made the call to do the rebuild. He stripped the car in his carport at home and put all the parts into boxes. From there, he hired car trailers numerous times to get the body soda-blasted, work done at Cronic, the painters, upholsterers and on and on and on.

"After the car was stripped and blasted back to bare metal, it went to Cronic Customs for the rust repairs. The rust didn't appear too bad until they began the repairs and discovered the inside skins of the panels were very, very rusty. There was twice as much work in it than I first thought. The outside skins had to be removed to repair the internal ones. Cronic also completed the cage and got my billet wheels, and it went from there to Ben Poutney at BBK Panel and Paint."

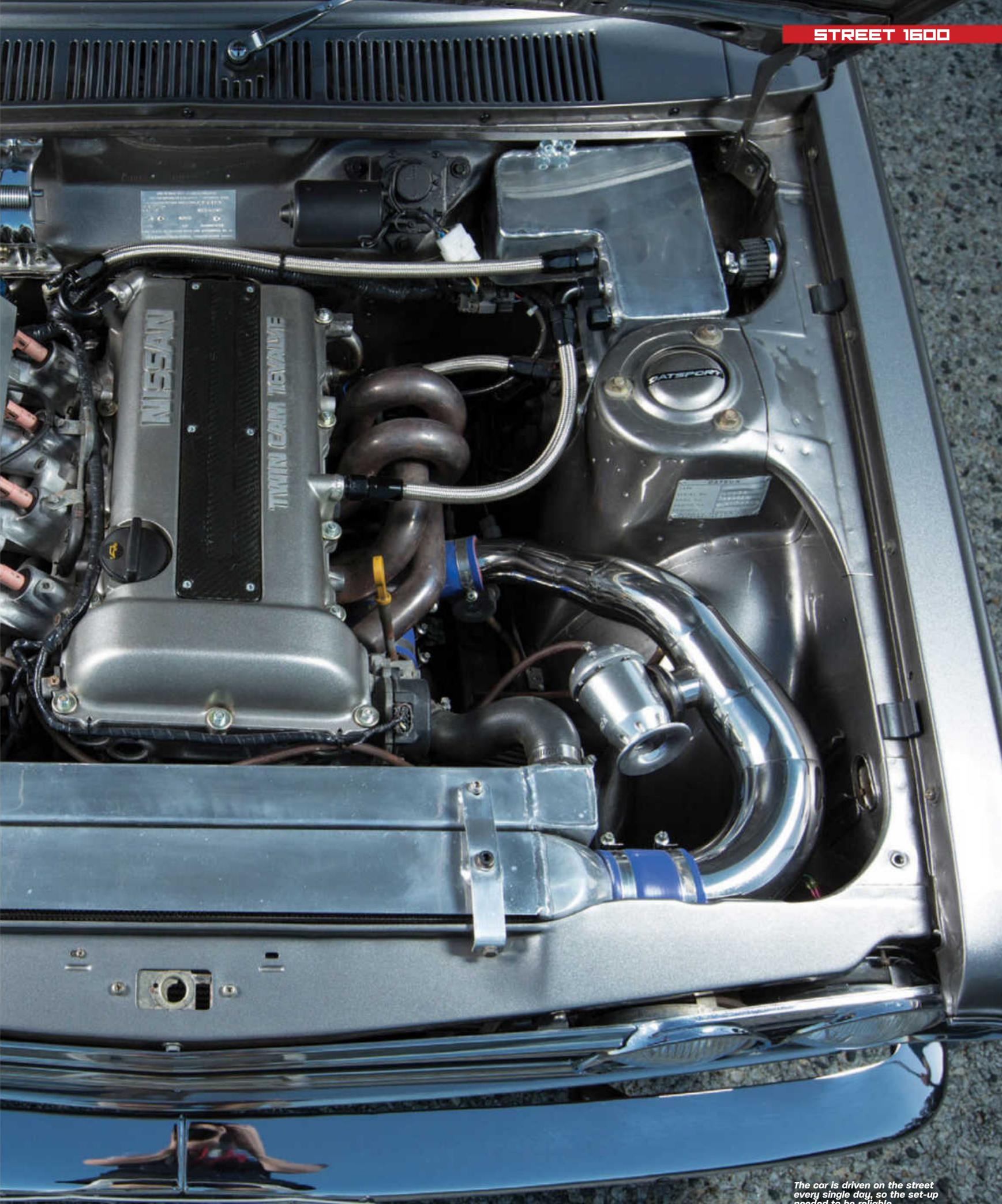
After the car was painted, Dan started to put it back together. He still only had a carport at home and soon realised that trying to put the car back together out in the open sucked. So, the car and all the parts got moved to a garage at a mate's share house. "I also sent plans to the Shire to get approval to build a garage at my house.

"I did as much as I could at the share house garage. My mate Brett helped me get some big items done like putting the motor in, but there were too many drunken d*ckheads around on the weekends when I was working on the car, so I made the call to move the car again. Another mate, Ben Tompson, generously allowed me to move the car into his shed. During this time the car also went to JC trimming to have the upholstery done. I chose red as the colour for the interior after seeing the combination on a Ferrari."

Unfortunately, the car ended up being upholstered three times. The first time the colour ended up looking pink instead of red. The second time the colour was sweet, so Dan went ahead and fitted the windows. "After that, however, mice got into the car and ate the new roof-lining, leaving holes and mouse sh*t/piss everywhere.



**THERE WAS
TWICE AS MUCH
WORK IN IT THAN I
FIRST THOUGHT**



The car is driven on the street every single day, so the set-up needed to be reliable

"Eventually, I built my garage and got the car home. I had run out of funds (and motivation after the mice), so the car sat for a while." It wound up back at Cronic for the finishing touches, including re-trimming by Northside Motor Trimming.

Plans now are for a lot more boost, harnesses and a set of wheels for the track. Drags, springs and other driving events are also planned, because god knows this Datto's seen enough of sitting around in a shed already. It's time to put it to purpose.

Thanks: "Cronic Customs – Adam and Cara (Rust repairs, cage, wheels, finishing touches), mate Brett McConnell (Rare parts and many hours working on the car), Datsport – Baz and Tracy (Advice and parts)." ■



SPECS

ENGINE: 2L SR20DET four-cylinder turbo

PERFORMANCE: 300hp@10psi (98)

ENGINE HARDWARE: Datsport cross-member and conversion kit modified, Garrett GT28RS Disco Potato turbocharger, Holley fuel pump and regulator, 800cc injectors, custom fuel rail, braided Earls fittings, APEXi Power FC D-Jetro, Turbosmart eBoost II, Magnaflow muffler, custom Josh Clowes exhaust, Monza blow-off valve, K&N air filter, custom aluminium radiator, single thermo

DRIVETRAIN: SR20 manual with B&M short shifter, lightened flywheel, Exedy clutch, modified tailshaft, Nissan R200 LSD, Wolf Creek Racing USA CV joints

SUSPENSION/BRAKES: KYB adjustable coil-overs from Datsport, Nolathane bushes, Koni rear shocks, 280mm R32 Skyline rotors and four-spot calipers, R31 Skyline rotors rear and R32 Skyline calipers, Endless brake pads

WHEELS/TYRES: 18in Intro Sleek Spoke wheels, 215/35 tyres

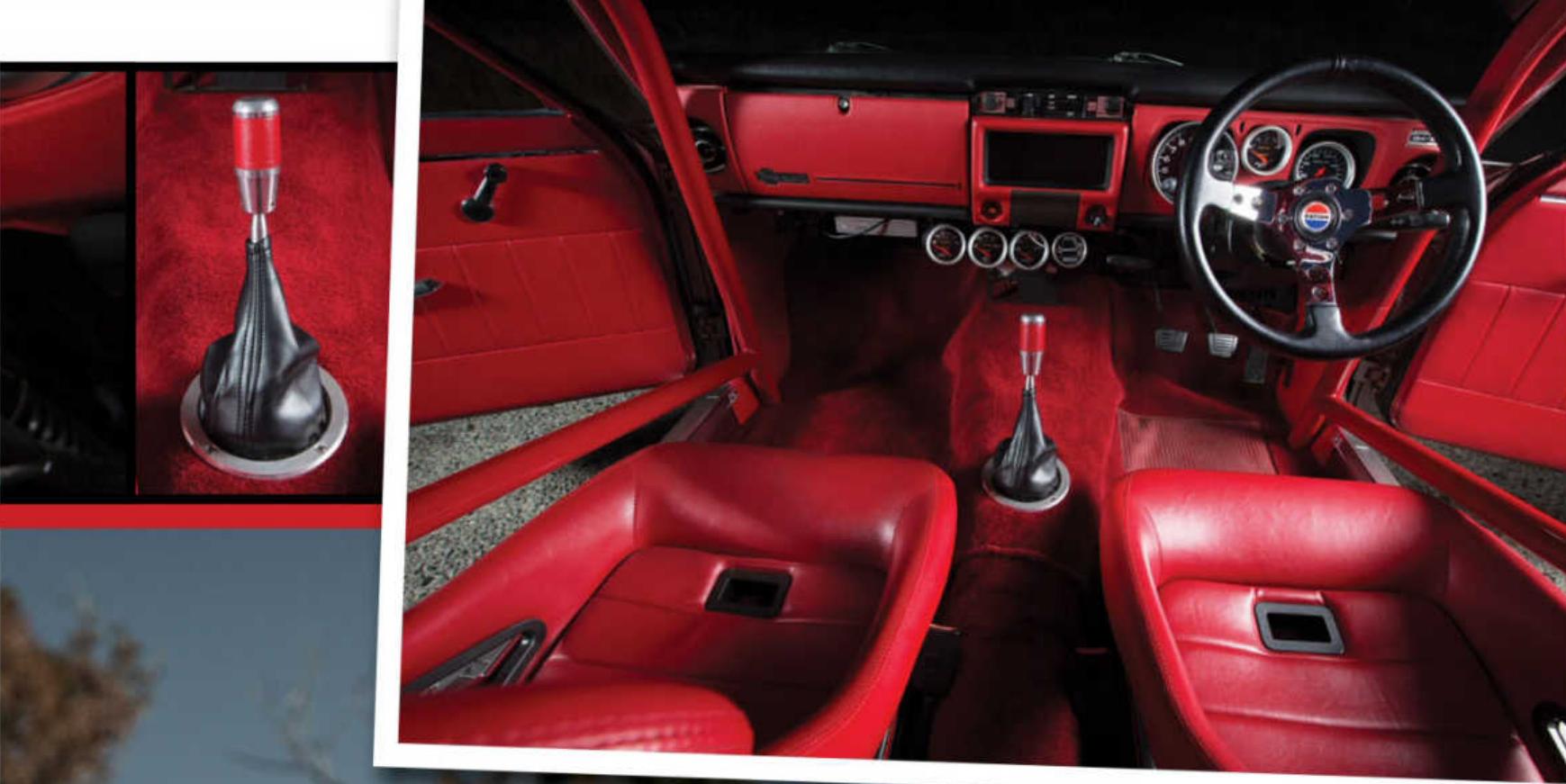
BODYWORK: Steel Grey respray, extensive rust repairs

INTERIOR: Cobra race seats, full re-trim in red vinyl, including hood-lining, door trims and seats, SAAS steering wheel, aftermarket gearknob, Auto Meter volts, water, fuel, tacho and speedo gauges



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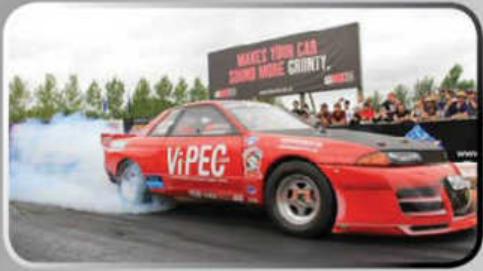
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It's very much like a mini-Evo inside complete with factory Recaros



A bit of carbon's nice, but the sleeper feel of the car is still retained

You don't tend to see too many Ralliart Colts about. I recall one journo in the initial press junket for the car asking the Mitsubishi reps why they decided to make it look like a 'brick with wheels'.

What you think of the styling aside, the Colt is actually a very potent little car that far too many people overlook. Thankfully, a clued-up young man knew just what to do to this example...

Tom Nolan (23), a student and retail assistant, grabbed the Colt because it's "different, rare and unique, but also a sleeper". That it is, with this particular one not only seeing daily duties, but track time, too.

Tom has owned the car since 2011. "Not many people know of them, so it always surprises the unsuspecting." There was a 2004 Mazda6 before this, but it doesn't bear much page space. No, after two years and \$30,000 of investment, the Colt is where the action is now.

Says Tom, "I bought the car on my P-plates. I couldn't drive it, but when I got my exemption I tuned it on E85 and bent a rod a few weeks later. Two years building it and one on my P-plates meant I didn't drive it for the first three years."

"Most people laugh at the car. They say, 'Is that your girlfriend's car?' or 'Why would you turbo that?'. It's great watching their face change when they see what it can do. Since having it back I haven't had any issues and drive it daily."

Will at JHH Racing took care of the engine work. Hopefully the team's own R-Colt will crush at this year's World Time Attack Challenge, but what they've been able to compile here is no less impressive, putting out a staggering 340.1hp on E85.



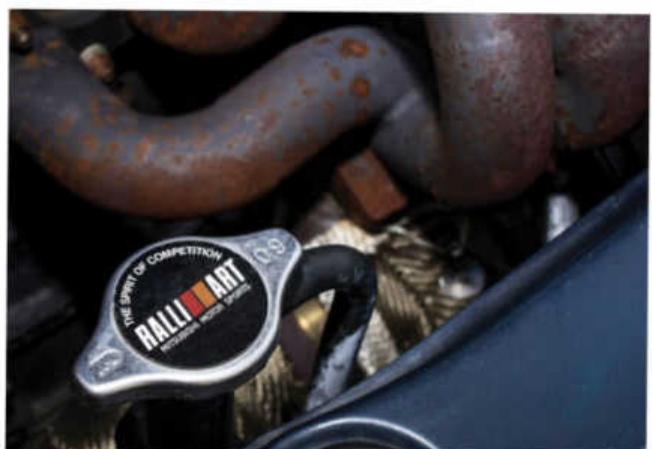


**TWO YEARS BUILDING IT AND ONE ON MY P-PLATES
MEANT I DIDN'T DRIVE IT FOR THE FIRST THREE YEARS**





MOST PEOPLE LAUGH AT THE CAR. THEY SAY, 'IS THAT YOUR GIRLFRIEND'S CAR?' OR 'WHY WOULD YOU TURBO THAT?'. IT'S GREAT WATCHING THEIR FACE CHANGE WHEN THEY SEE WHAT IT CAN DO





SPECS

ENGINE: 1.5L 4G15 four-cylinder turbo

PERFORMANCE: 340hp

ENGINE HARDWARE: Pauter X-beam conrods, Wiseco +1mm pistons, custom Tighe 27Z camshafts, Manley +1mm valves, Supertech titanium valvesprings, port and polish by JHH, bronze valve guides, Walbro 255 fuel pump, FIC 1050cc SP injectors, Borg-Warner EFR 6258 turbocharger, oil cooler, Garrett custom intercooler, 3in dump pipe, 2.5in custom exhaust, Adaptronic engine management system 420C, intake manifold ported by JHH

DRIVETRAIN: Manual, lightened flywheel, custom NPC sprung-button clutch, 1.5-way Cusco LSD

SUSPENSION/BRAKES: Pedders springs, Cusco 28mm front and 14mm rear swaybars, Ultra Racing braces front and back, DBA T3 front and T2 rotors rear, VR4 calipers front, Cusco brake master cylinder stopper, HEL braided brake lines, AKE Bono rear brake pads, Carbotech XP8 front brake pads

WHEELS/TYRES: 16x7in front and 16x8in rear Sparco AD08R wheels, 225/45 tyres

BODYWORK: Gunmetal Grey, carbon bonnet and carbon Ralliart wing, Vortex generator

INTERIOR: Stock Recaros, Beatrush short shifter, oil pressure and boost gauges, JVC head unit, Sony front speakers



Inside, the internals are no longer weak thanks to Wiseco pistons, Manley valves and Pauter rods all there to handle the extra power tuning on E85 allows for. The super-modern Borg Warner EFR turbo is all-in-one and a perfect match, able to punch right through the rev range without sending anything out of the block in the process. With tuning by Todd Munkman, it's all a very well sorted set-up most people don't know the true potential of from first glance.

The standard Gunmetal Grey has been switched up with carbon, an Evo-style vortex generator and Sparcos, but still the car has not lost its sleeper appeal. Lowered and braced, handling has been taken care of with DBA rotors, VR4 Galant calipers front and sport pads all around making sure this Colt can pull up as well as gallop ahead.

Heading on, Tom is looking into a new AEM ECU and maybe AWD to help get the power down given the torque-steer here can be rip-your-arms-out brutal at times. Following that, who knows how far those times are likely to drop on the black stuff. Evos, you have been put on notice.

Thanks: "A big thanks to Todd Munkman for his hard work, tuning and advice, Will from JHH for his engine, and thank you to my girlfriend Kaitlyn for putting up with the car for three years." ■



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ACTUAL LIGHT PERFORMANCE

Globe manufacturers promote a variance of light performance figures above and beyond the car manufacturers' "standard fitment" globes. The variables are many and can be unclear to anyone outside the automotive lighting industry. Thankfully, independent automotive journalists formulated three light intensity measurements coined 'Figure of Merit' (FOM) to determine the consistent quantity of light on the road; where it's most needed for safe illumination for vehicles travelling in both directions.*

Under this form of measurement, Philips X-tremeVision +130% comes out on top of all other competitors, with the most light in the category (+130%), outshining its competition. This cements the position of Philips X-tremeVision +130% as the brightest halogen headlight globe on the Australian market. So when you choose Philips X-tremeVision +130%, you can drive with confidence that Philips will light the road ahead for you.



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* It's most important to note self-imported, no-name globes regularly fail safety standards, blinding on-coming traffic even on low beam. Being an annoyance to other drivers and/or causing an accident with non-compliant globes often leads to prosecution and void insurance policies. Ensure your globes are ECE compliant.

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